

Message Text

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SUBJECT: REESTABLISHMENT OF AIR LINK TAIPEI-TOKYO

REF A. TAIPEI 4057

B. TOKYO 9122

SUMMARY: RESUMPTION OF AIR SERVICE BETWEEN JAPAN AND ROC,
DISRUPTED ON APRIL 20, 1974, WAS AGREED JULY 9, 1975 IN
"PRIVATE" PACT SIGNED IN TAIPEI BETWEEN REPRESENTATIVES
OF "ASSOCIATIONS" REPRESENTING TWO COUNTRIES. END SUMMARY.

1. CHAIRMAN OF ROC'S EAST ASIA RELATIONS ASSOCIATION
(CHANG, YEN-TIEN) AND JAPAN'S INTERCHANGE ASSOCIATION
(TEIZO HORIKOSHI), MEETING IN TAIPEI EVENING OF JULY 9,
SIGNED DOCUMENT BILLED AS "NON-GOVERNMENTAL AIR AGREEMENT"
WHICH PROVIDES FOR RESUMPTION OF AIR SERVICE BETWEEN JAPAN
AND ROC.

2. MOVEMENT ON AGREEMENT, DEADLOCKED SINCE ROC TERMINATED
AIR SERVICE WITH JAPAN ON APRIL 20, 1974. WAS MADE POSSIBLE
BY FOREIGN MINISTER KIICHI MIYAZAWA'S DIET STATEMENT ON
JULY 1 AVEERING THAT ROC FLAG WAS NATIONAL FLAG, SO
REGARDED BY ALL NATIONS RECOGNIZING ROC, THAT JAPAN DID
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NOT DISPUTE THAT RECOGNITION, AND REGRETTING MISUNDER-

STANDING FOLLOWING OHIRA STATMENT THAT PROVOKED RUPTURE IN APRIL 1974. GROC SEEMS SATISFIED WITH MIYAZAWA STATEMENT, THOUGH THERE STILL SOME UNOFFICIAL GROUSING THAT IT SAYS NOTHING NEW. NONETHELESS, THERE IS WIDESPREAD ROC OFFICIAL AND PUBLIC RELIEF AND BORAD SMILES AT PROSPECT OF RENEWED SERVICE.

3. AGREEMENT, REPORTEDLY, PROVIDES FOLLOWING:

A. CHINA AIRLINES (CAL) ROC'S FLAG CARRIER WILL BE ALLOWED TTPSERVE TOKYO (HANEDA HAS BEEN UNDERLINED IN MEDIA) AND ANOTHER CITY TO BE DECIDED LATER AND ONWARD TO US AND SEOUL.

B. A JAPANESE AIRLINE, TO BE DESIGNATED LATER, WILL SERVE TAIPEI AND KAOHSIUNG AND ONWARD.

C. AGREEMENT IS EFFECTIVE IMMEDIATELY TO REMAIN UNLESS NOTIFICATION BY EITHER PARTY 90 DAYS IN ADVANCE.

4. CAL INDICATES IT IS PREPATEED RESUME ITS TAIPEI/US WEST COAST ROUTE VIA TOKYO VICE GUAM AS EARLY AS JULY 16, THOUGH WITHOUT PASSENGER OR CARGO LOADING INTOKYO UNTIL GROUND SERVICE, ICKETING AND OTHER FACILTITIES ARE ARRANGED, POSSIBLY REQUIRING ONE MONTH. TECHNICAL STEP AT GUAM DURING PAST YEAR HAS ADDED TWO-AND-ONE-HALF HOURS TO TAIPEI/WEST COAST TRIP AND CAL IS ANXIOUS TO CUT COSTS.

5. SIMILARLY, JAPAN AIR LINES (JAL), THOUGH NOT NECESSARILY JAPAN CARRIER WHICH WILL ULTIMATELY FLY TOKYO-TAIPEI PORTION, WIL BENEFIT FROM AGREEMENT WHEN IT RESUMES FLIGHTS REPORTEDLY ALSO ON JULY 16, OVER TAIPEI FIR ON ITS SOUTHEAST ASIA ROUTINGS, SAVING MINIMUM 50 MINUTES EACH FLIGHT. TOKYO NEGOTIATORS, REPORTEDLY, SAID JAL HAD TACIT AGREEMENT WITH PRC NOT RESUME TAIPEI FLIGHTS AND, THUS, PLANNED FORM NEW AIRLINE TO SERVE TAIWAN ROUTE. TO MAKE FLIGHTS ECONOMICALLY VIABLE, NEW COMPANY WOULD HAVE TO NEGOTIATE LANDING RIGHTS WITH COUNTRIES BEYOND ROC AND THIS WOULD MEAN CONSIDERABLE DELAY IN CARRIER FROM JAPAN BEGINNING SERVICE TO TAIPEI.

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6. COMMENT: WE VIEW REESTABLISHMENT OF THIS AIR LINK OF FUNDAMENTAL IMPORTANCE TO THE GROC'S OVERALL PROGRAM OF STRENGTHENING ITS UNOFFICIAL TIES WHEREVER POSSIBLE. IT WILL ALSO HAVE SOME POSITIVE ECONOMIC BENEFITS HERE.

7. WE AGREE WITH TOKYO'S OBSERVATION ON THE BACKGROUND OF THIS DECISION IN PARA 5 OF REF B; WE WOULD ALSO ADD

THAT NOT ONLY DID THE STALLED GOJ TALKS WITH THE PRC
ON THE PEACE AND FRIENDSHIP TREATY GIVE TAIPEI THE
IMPRESSION THAT AN OPPORTUNITY WAS AVAILABLE, BUT THEY
PROBABLY ENCOURAGED THE GROC TO BELIEVE IT COULD AT LEAST
TEMPORARILY STEM JAPAN'S DRIFT TOWARD THE MAINLAND WITH
THIS ACTION.
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